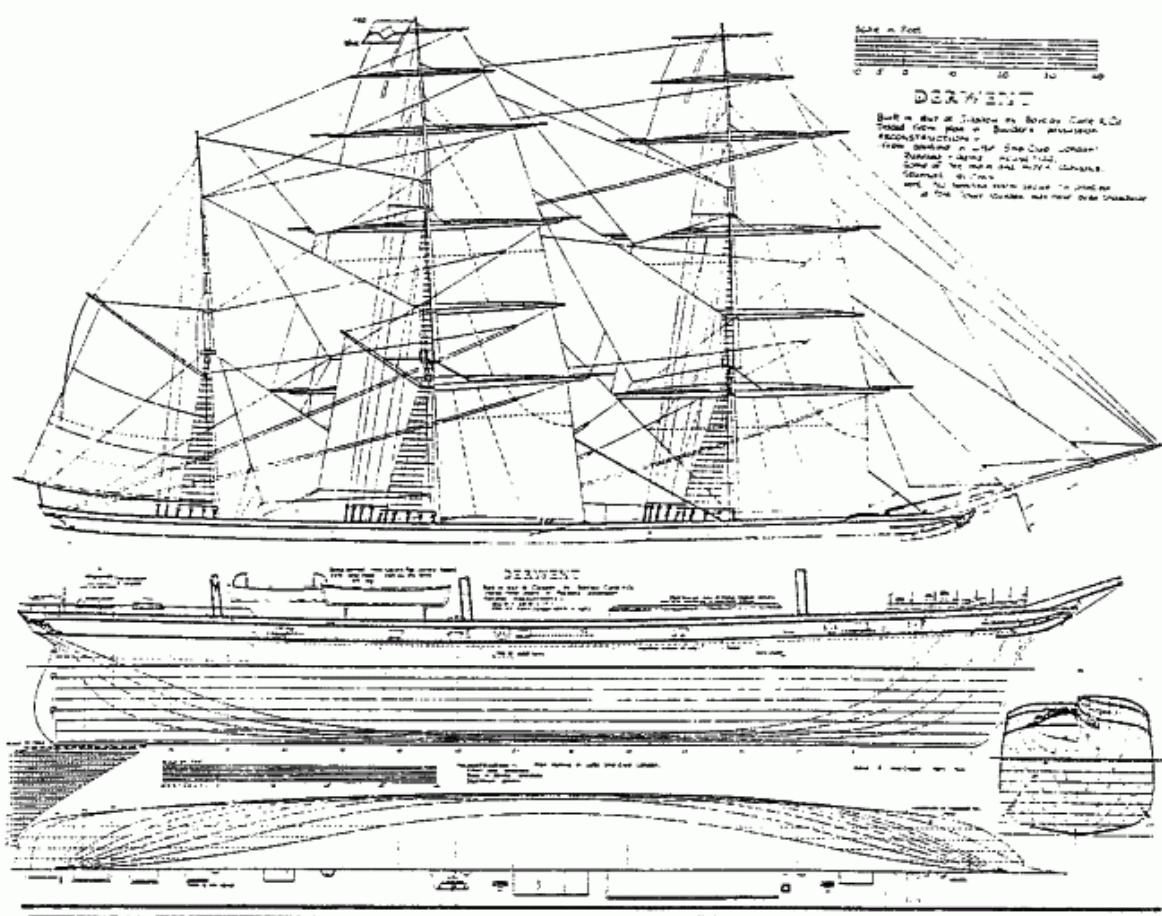


# THE BOTTLE SHIPWRIGHT

The Journal of the North American Division-International Ships-In-Bottles Association



NO.3

1984

COVER ILLUSTRATION: DERWENT, 1867 - Plans for this iron-hulled barque were sent to us by member, Peter J. Dolphin, of Glenfield, Auckland, New Zealand. This ship was built by Barclay, Curle & Co., Glasgow, and is a good example of a fine lined iron clipper of the 1860s. Her dimensions were 186 feet X 28.8 feet X 17.1 feet and she was listed as having a 599.37 net tonnage. She was owned by William H. Tindall of London was dropped out of the Lloyd's Register in 1878. LET'S SEE WHO IS THE FIRST TO BOTTLE HER!



## EDITORS NOTE

YOUR EDITOR HAS JUST PERCEIVED  
MORE DOUGH'S BEEN SPENT THAN HE'S RECEIVED  
AND THUS THIS ISSUE HAD TO FLATTEN  
TO LET THE HUNGRY TREASURY FATTEN  
'TIL A MORE SOLVENT STATE IS ACHIEVED!

In a recent letter to Jack Hinkley I mentioned that I feel like the perpetrator of a literary Ponzi scheme. Ponzi achieved lasting fame by paying off old investors with money turned in by the new. And in a similar way I find myself relying on newly arrived dues to turn out the current issue, hoping that the membership will continue to rejoin or grow so that the next issue will be able to hit the mail. So to avoid the possible embarrassment of an empty treasury while a sad-eyed cluster of ship bottlers stands by an empty mailbox, I have opted to cut back on costs on Bottle Shipwright 3-84 to build for a better tomorrow.

You can see what has been done, but I will mention that the elimination of the usually nicely printed photos has allowed me to run the entire newsletter on the Xerox with attendant savings. Reducing the number of pages also reduces the Xeroxing costs and cuts down on the overall weight which means that our postal fees are less. Hopefully there is still sufficient bulk to hold your attention, and the prospects of better things ahead should buoy your downcast spirits.

What can you do to help? Step one, of course, is to zip your dues check in as soon as notified (check the little square on the inside front cover). Secondly, if you know any other SIB enthusiasts encourage them to join our Association. This will help offset the few who drop each quarter, and the new folks may, in turn, have some friends. Thirdly, when you write for info, it helps if you include a self-addressed stamped envelope. An answer will be forthcoming even if you don't do this, but 20 cents times 5 is a dollar, and we get many more than five queries a month. Finally, if anyone has any clever fund raising ideas let us know and we will swirl them around in the mental mulch and see what can be done.

And so, with a knuckle to the forehead, I remain (at least for this edition), your tight-wire walking editor.

*Don*  
DON HUBBARD





#### FROM THE PRESIDENT

First we must offer congratulations to "Our Lady Of The Bottle", Robin Harris, who was married on May 7th to Lee Freedman. Robin builds very fine bottled models and serves as Membership officer for our Association. Our best wishes and much happiness to you both, Robin and Lee. (Robin, changing your name had a beneficial effect. It moved you forward a couple of letters in the alphabetical file. How about that!!!)

I hate to say it but the swap-a-ship project that we suggested in the last newsletter went down with all hands. Only three members sent along their names and, as a result, no pairings were made.

We have had the suggestion that perhaps the Association should have an appropriate patch made which could be worn by members who participate in shows/exhibitions. Well, Jim Davison of Royal Oak, Michigan not only volunteered to chair this effort, but has already come up with prices and provided sample patches manufactured by several different companies. Our insignia, created by Per Christensen, has been adapted for the patch to include a basic Navy blue background, white trim and lettering, all to be highlighted by a bit of red and lighter blue. From the samples received and from manufacturers information, the patches would be of fine quality workmanship and would cost \$2.00 each. This price would cover both production and mailing. However, the absolute minimum order would be for 170 patches, and as the Association treasury has no funds for the cash outlay we are asking members who wish such a patch to drop a post card to MR. JIM DAVISON, 1924 WICKHAM AVE., ROYAL OAK, MICHIGAN, 48073, no later than AUGUST 1, '84. If we receive requests for the minimum number of patches we will ask for your check and go ahead with this worthwhile project. Because of lack of funds this has become a somewhat long process, so if you know of a benefactor who might help with front money or with a donation, please have him get in touch with Jim.

My wife, Dodie, and I just spent an enjoyable week in Williamsburg and the Chesapeake Bay area where we had the opportunity to observe many things nautical. We visited the Mariner's Museum at Newport News, VA, and had the good fortune to view several bottled ships that were the work of our friend and fellow member Ralph Preston, the Squire of Winoski, Vermont. Ralph's models are the only ships-in-bottles on display at this fine museum, so it was interesting that a local chamber-of-commerce television commercial, which was touting the many nearby attractions, showed Ralph's models as an incentive to visit the Mariner's Museum.

We travelled down to Jamestown to look at the replica ships that brought the first Virginia settlers. And how tiny they were. Brave, indeed, were those that crossed the Atlantic in such small ships. Two of them are so old that replacements were being built on shore near the old fort and settlement.

We stopped at Yorktown where divers are working on the remains of 12 of Lord Cornwallis's ships that were scuttled when he surrendered to Washington. A platform has been erected out to the site of one ship so that the public can look down and watch the divers work. Some recovered artifacts are on exhibit in a nearby museum.

Our last stop was at the Chesapeake Bay Maritime Museum which was mentioned in the last SHIPWRIGHT. We talked with Jim Holt, the Director, and spent some time visiting the exhibits.



Jim had three ships-in-bottles in his office. These three models, Ralph Preston's and one other, were the only bottled ships we saw in an area where we thought there would be quite a few.

I wish all of you a good summer. Keep building your fine models and let us know of any worthy events or happenings which might be of interest to our members. Our magazine depends on your input for its success.

  
Jack Hinkley

#### HINTS FOR BETTER BUILDING AND OTHER GREAT IDEAS

GEORGE PINTER (Halifax, MA) "Dust is the bane of all model builders when painting, but the tiniest speck takes on monstrous proportions on a 3" model ship. I've found an excellent remedy to clean up those little dots: 'pencil' type erasers used by typists can be sharpened to a nice point permitting very selective rubbing. The rubber is abrasive enough for sanding yet leaves no scratches or blemishes on the paint surface."

"Design Art' and 'Magic Marker' are two companies that market permanent dye markers in a range of 'wood tones' for designers and architects. These are excellent for staining small wood parts such as cabin doors, trim, etc. A word of caution - always use permanent, (solvent based) dyes. Water based dyes have 'fugitive colors' which will fade. Note: the solvent based dyes have a distinctive alcohol smell to them while the water based markers have none."

BOB EMORY (La Habra, CA) "Here is an alternate way to remove the bases from light bulbs without destroying the brass threads. Begin by removing the contact end using a dremel and either a carborundum disk or carbide cutter. Remove all the glass and cut the wires to the contact. This exposes the interior of the base. If the base is sealed to the bulb with a compound, pour in some acetone and let it set. In a short time the compound will soften up and be broken up by means of a pick or scribe. The base can then be gently worked back and forth until it breaks loose and can be removed. If the base is attached to the bulb by mechanical means it can be removed by rasing in to the exposed base with needle nosed pliers and bending the upsets (usually four) that hold the base to the sleeve. Then again, by gently working the base back and forth and pulling on the sleeve with pliers, the base and sleeve can be removed from the bulb. When the bulb is removed it is intact. A hole can then be cut into the end taking advantage of the heavier glass area to lessen the chance of breakage. The contact end of the metal base, which you removed, can be duplicated with black Delrin or wood painted or stained to suit and then glued in the base. The rebuilt base can then be reattached to the bulb after the work is completed. If any members are interested I have several 400 watt High Intensity Discharge lamps (multi-vapor) bulbs free for the cost of postage. These are 11 1/2 inches long and 4 1/2 inches in diameter and oval in shape."

JACK NEEDHAM (Sheffield, England) "One thing about this hobby of ours - you've never finished learning. Recently whilst on some miniature models I was looking around for some way to get a clean cut curve on the underside of my tiny sails (1/2 inch wide). My pair of curved scissors were not ideal for this, but I hit on the idea of using the blades out of those disposable Gillette razors with their plastic surround. By dint of some prying the blades can be lifted out intact so that they appear as in the accompanying sketch. By springing the blade, as illustrated, and inserting a thin bamboo dowel you can make a handy "throw away" cutter which will give a clean cut to the foot of a small square sail. I have found that it will cut up to fifteen sails cleanly before it finally gives up the ghost and must be discarded."

#### FROM AND ABOUT THE MEMBERS

CHRIS NAIR, (Jabalpur, India) an officer in the Indian Army, has just been promoted to Lieutenant Colonel and is working overtime trying to settle into his new job. Chris is one of our earliest members and has contributed a number of worthwhile articles and suggestions to our magazine and its predecessor, Compass Card. Not to be outdone, Chris's wife Wendy, has been promoted to the position of Principal of the Christ Church Girls School and has received her PhD in Botany. And THEN their two children, Maya and Praveen, have both topped the exam lists in their respective classes. No wonder! We are happy that 1984 has been treating Colonel Chris and Doctor Wendy with such kindness and we hope that this is just the beginning of justified increases in responsibility and promotion for both of them.

RALPH PRESTON (Winooski, Vermont) had his large bottled model of the Viking Ship (one of those seen by Jack and Dodie Hinkley at the Mariner's Museum) selected to grace the December page of the Atlantic Container Line 1984 ships-in-bottles calendar. (Sorry, I don't know how you can get one - ed.) Ralph specializes in building very large scale models in over-size bottles and gives frequent slide illustrated lectures on ship bottling technique both here and abroad. Ralph always closes his letters with the phrase "Hit the bottle!", a proper slogan for our Association.

GEORGE P. HOSKIN (Silver Spring, MD) is co-author of a scientific paper which describes a new species of gastropods (*Peasistilifer edulis*) found in the NE Australia/New Caledonia region. The female of the species, which is 1.5 - 1.7 times larger than the male, only measures 9.69 mm, so after finding the special details which makes this little critter different from others (i.e. *Peasistilifer nitidula*, which is similar, has one reddish spot in front of each eye, while the *edulis* is more or less colorless) you can understand why George makes a good SIB man.

PER CHRISTENSEN (Egaa, Denmark) has 43 of his ship and figure bottles on display in the old Danish town of Aarhus. His work is housed in six boxes made of bullet proof glass with hardened steel bottoms. Lest you wonder - the boxes were specially made for the museum to house the Queen of Denmark's silver when it was displayed last year. If you get to Denmark, Per's models will be shown for at least the next three months.

DON HUBBARD (Coronado, CA) had a ten day showing of his marine watercolors and bottled ships at the La Jolla Art Association Gallery in San Diego. His bottled models and other ship-in-bottle memorabilia, will be on display at the Coronado Public Library during the months of June and July.

GEORGE FULFIT (Islington, Ontario, Canada) recently featured in the ship-in-bottle film, "Steady As She Goes", has again appeared on Canadian and U.S. television as a guest on the "REAL PEOPLE" show. Additionally, he appeared on Channels 2 and 4 in Buffalo, NY; been featured in several newspaper articles; and has given permission for his "Steady As She Goes" to be run in England, Germany, Norway and Sweden. His friend Richard Seaward tells me that this is just the tip of the iceberg and that George has been in increasing demand by the media since his Real People performance. All this activity would put many of us to the test. Consider, however, that George celebrated his 80th birthday in April and you can appreciate his amazing stamina. Nice going George!

RUSSELL R. ROWLEY (Seattle, WA) I have one "whimsey" in a bottle which is very remarkable thing. It is a crucifixion scene which is very detailed. Christ has a little crown of thorns woven of fine copper wire, and there is a wound in his left side. The sign behind him has the latin abbreviation for Jesus of Nazareth King of the Jews. (INRI) The peg that goes down the

neck of the bottle is some hard light colored wood, and there is a penciled inscription that is barely legible. It says, "General . ? . DEER LODGE, . ? . T. The word "General" is very faint, while Deer Lodge is very clear followed by another illegible word and a very clear "T". Perhaps the "T" stands for territory. The combination of Deer Lodge and the "T" make me think that it was Deer Lodge, Montana Territory. Of course this is just speculation. The crosses in the bottle are made of California Redwood. The workmanship is phenomenal. It would be interesting to know the history of this whimsey. The bottle is an unusual pumpkinseed flask, very finely made with a patent applied for date on the bottom of 184\_. The last diget is obscured by the mold mark.

JOHN WARD (Colmar, PA) and his wife and daughter were able to visit the Japanese Ships-In-Bottle Exposition in February while it was on display in Yokahama. They had the good fortune to arrive while JUZO OKADA, President of the Japanese SIB Association was in attendance, and though language barriers sometimes intruded they were able to communicate well enough when it came to the subject of bottled ships. The large Japanese show finally concluded in March following two weeks in Obihiro, which is located in the most northern part of the country, and Juzo was finally able to return to Osaka and his neglected business. The very busy Mr. Okada is also teaching two classes in ship-bottling technique at Japanese Universities. These courses have been included in the curriculum in the art and culture category. Perhaps Juzo will become one of the Japanese elite who become designated by the government as "Living Treasures". (I have always thought this attractive concept and wonder that other countries have not tried to emulate it -ed.)

WILEY EDWARDS (Las Animas, Colorado) is looking for a copy on the editor's book, SHIPS-IN-BOTTLES: A HOW TO GUIDE TO A VENERABLE NAUTICAL CRAFT. The book was published by McGraw-Hill in 1970 and is now out of print, and Don has no spare books. If you have a copy you would like to sell (or know where one can be obtained) please write to Wiley at 1809 W. Sixth St., Las Animas, CO 81054. Please state condition and price.

BILL JOHNSTON (Langhorne, PA) reports that Argus Books, Ltd., 14 St. James Rd., Watford, Hertfordshire, England, which was mentioned in Bottle Shipwright 1-84 as a source for some books, has moved leaving no forwarding address. An order for some books was returned to Bill by the British Postal Service.



WELCOME TO THE NEW MEMBERS

Gary Alves, Brooklane Villane, A6, Ellensburg, WA 98926  
 Dr. Randolph L. Caligiuri, DVM, 8369 Gillies Rd., Everson, WA 98247  
 Jack Crawford, P.O. Box 353, Wenham, MA 01984  
 William G. Johnston, 339 Summit Ave., Langhorne, PA 19047  
 Robert A. Larson, P.O. Box 1555, Pinecrest, CA 95364  
 George J. Pinter, 199 Elm St., Halifax, MA 02338

#### ADDRESS CHANGE

Thomas Hayden, 3922 Wren Court, Rolling Meadows, IL 60008

# A "SEA" EXTRUDER

Harold C. Gile

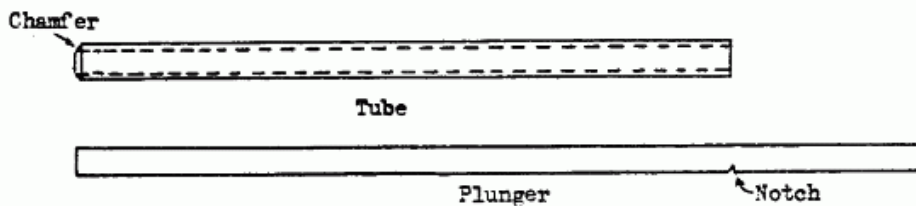


FIG. 1

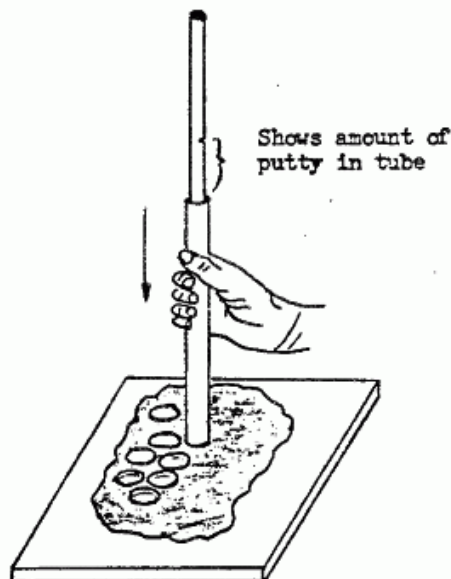


FIG. 2

EXTRUDER: Consists of a tube and a plunger, Fig. 1. The tube is a 12" length of 12 inch copper water pipe chamfered on one end as shown. The plunger is a 15" length of 1/2" diameter wood dowel notched at the 12" point. Seal dowel ends with nail polish to prevent putty from sticking.

LOADING THE EXTRUDER: Roll out the prepared putty or clay on a suitable slab to about 3/8" thickness, Fig. 2. Load the tube by repeatedly pressing it into the putty, as shown. The distance from the top of the notch to the tube equals the amount of putty in the tube. Four or five inches is usually sufficient for each charge. Stiff putty will not work, and clay sometimes bothers. Sometimes a small amount of mineral oil poured down the tube will help as a lubricant. An alternate method is to fill the tube directly with small "sausages" rolled to appropriate size. EXTRUDING THE

SEA: See Fig. 3. The loaded tube with plunger in place is inserted into the bottle as shown. Push on the plunger with one hand and slowly retract the tube back onto the plunger as the putty drops to the bottom of the bottle. Four or five columns of putty is usually sufficient. They can be tamped into place and the waves formed in the usual ways. The tube interior and the plunger should be cleaned after use with paint thinner or kerosine.

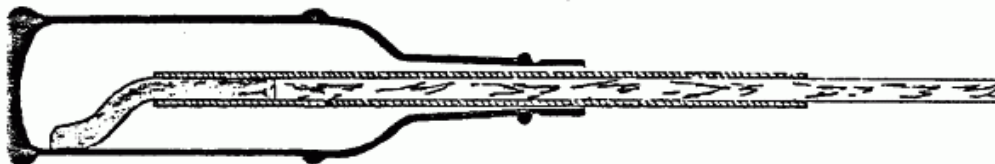


FIG. 3



THE SHIP-IN-BOTTLE LIMERICK PAGE

A BUILDER NAMED BINIKOWSKI, I'M TOLD,  
BOTTLED SHIPS IN A MANNER QUITE BOLD  
NOT FOR HIMSELF  
TO KEEP ON THE SHELF  
HIS MODELS WERE MADE TO BE SOLO  
(JACK HINKLEY)

THERE WAS A YOUNG MAN NAMED McCLUG  
WHO BUILT A SHIP IN A JUG  
HE BUILT MORE AND MORE  
'TIL THEY COVERED THE FLOOR  
AND HE SAID-"BOY HAVE I GOT THE BUG!"  
(JACK HINKLEY)

THERE WAS A MODEL BUILDER OF A KIND  
WHO SLOWLY LOST HIS MIND  
WHEN A SHIP HE DID MODEL  
WENT TO PUT IN A BOTTLE  
BUT IN THE NECK IT DID BIND  
(RANDY MARTINDALE)

THERE WAS A LADY NAMED BANKER  
WHO SLEPT WHILE THE SHIP LAY AT ANCHOR  
SHE AWOKE IN DISMAY  
WHEN SHE HEARD THE MATE SAY:  
"NOW HOIST UP THE TOPSHEET AND SPANKER!"  
(From "10,000 JOKES TOASTS AND STORIES" edited  
by Copeland and published by Garden City  
Books, 1940. Sent in by Randy Martindale)

OUR FRIEND IN THE STATES, ROBIN HARRIS  
HAS SCANT TIME FOR THE FASHIONS OF PARIS  
SHE BUILDS, INSTEAD, SHIPS  
WHICH IN BOTTLES SHE SLIPS  
AND ASTONISHES ALL WITH HER PROWESS  
(JACK NEEDHAM)

BOTTLE BUILDING WHILE QUAFFING GOOD WINE  
CAN RESULT IN A TANGLE OF LINE  
THEN YOUR WIFE, WITH A BLUSH,  
SAYS, "SHAMPOO AND A BRUSH  
MIGHT UNTANGLE THE MESS. IT DOES MINE!"  
(DON HUBBARD)





ROBIN HARRIS FREEDMAN

Last December, when a reporter from the Alameda Times Star was interviewing Robin for an article about her hobby, he mentioned that he thought only crusty old seamen built ships-in-bottles. Robin replied, "what makes you think I'm not a crusty old seaman?" Well here are some photos of Robin which accompanied the article and it is easy to see why the reporter might have been mistaken.

Robin is our only lady builder, and as Jack Hinkley mentioned, she was married last May 7th. But lest you think she has just discovered the art of bottling ships I must mention that she has over 300 bottled models to her credit and the number continues to grow. Maybe she is a crusty old seaman after all!

The photos were taken at Chipman High School where Robin is a student teacher.

